

~~SECRET~~CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

COUNTRY Germany/Russian Zone

SUBJECT Russian Zone Airfields

25X1A6a

ORIGIN

DATE: 25X1X6

INFO.

DIST. 11 January 1947

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SUPPLEMENT

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This document is hereby regraded to
CONFIDENTIAL in accordance with the
letter of 16 October 1960 from the
Director of Central Intelligence to the
Archivist of the Department of State.
Next Date: 10 October 1960

SOURCE The information below has been compiled from reports by a number
of sources of varying reliability.

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1. Rostock (081): According to a report dated 10 November 1946, the Russians have started to clear the woods in the "Rostocker Heide" in preparation for the building of a large airfield. The location of this one-mile-square wooded area is north of Rübbershagen (092), northwest of Gelbensande, east of Hinrichshagen, and southwest of Graal (all 093).
2. Rangsdorf (282):
 - a. On 14 November, there were approximately sixty Lagg fighters on the field, about thirty-five of which were believed to be recent arrivals. The same number and type aircraft were on the field when it was re-checked on 17 November. Four of these planes were equipped with radial motors, the others had in-line engines.
 - b. On 26 November, twenty-eight of the above aircraft belonging to one unit had departed. The remaining unit of Lagg fighters is believed to be No. 17. Several of its machines bear two white diagonal lines on their rudders. The eighteen to twenty U-2's, parked by a hangar northeast of the runway, are believed to be couriers.
 - c. On 27-28 November, there was very little air activity despite clear weather.
 - d. Observations made between 26 and 28 November revealed the Rangsdorf field to be in excellent condition. The grass runway's take-off distance, east to west, is at least 800 meters. Radio direction-finding equipment is housed in a small building approximately 1,000 meters south of the field. Some 2,000 meters south of the field is a rather large repair or storage hangar; its present use was not discovered. A GAF aircraft parts dump, northeast of the field, was recently combed over for cylinder blocks and other parts, which were then stored separately. Many Soviet families are billeted in the area and there was increase in the arrival of dependents during Oct.

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ADSO	X	A DEP.	X	FBT	GPDP	VT				
DADSO		FBK		FBV	SPDS	B DEP.				
EXED		FBM		FBZ	SCO	CTRB				
CONTROL		FBP	X	SPDA	TRE	X				
PLANS										

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Comment: The above paragraphs on Rangsdorf appear to be at some variance with a mid-November report from other fairly reliable sources which stated: "Flights by jet fighters, said to number 162 planes, have occurred daily at this field since 7 November.... The field's combat and reconnaissance aircraft have been shifted to Dresden and Görlitz."

3. Grossenhain (A01): Described as completely intact on 10-12 November and occupied by a great variety of Soviet aircraft.
4. Kamenz (A41):
 - a. In October, orders were given to begin the reconstruction of hangars by 4 November. The hangars allegedly are to be used as a ration supply dump.
 - b. As of 10-12 November, this reconstruction work had not begun. Source states that there has been no change in this airfield since March.
5. Etzin (Z44): A small field between Etzin and Hoppenrade (Z54) was occupied in July 1946, dismantled in September 1946, but still held a number of training planes on 22 October. This field is apparently destined for future use. A field telephone line along the road from Hoppenrade to Knoblauch (Z44) has not been removed.
6. Skeuditz (E12): Not occupied in mid-November. Local residents state that there were occasional flights of R-8's from this field during October.
7. Hellerau (F29): Not occupied in early November, but apparently utilized by U-2 courier aircraft.
8. Klotzsche (F29): No air activity observed on 12 November (a clear day). Some Lagg fighters were seen training in pairs and sometimes in tactical formations of about five planes.

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9. Annaburg (E66): A casual source reports the presence of a number of Soviet and German aircraft in the wooded area northeast of the Elbe between Wittenberg (E37) and Annaburg. Many training flights were observed during late October and early November. Some were high altitude flights and one balloon (undescribed) was launched.

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